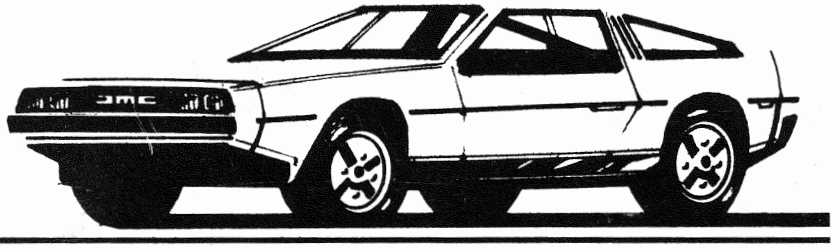
THE DMC NEWS



DE LOREAN CLUB INTERNATIONAL

March/April 1983 Vol III, No 2

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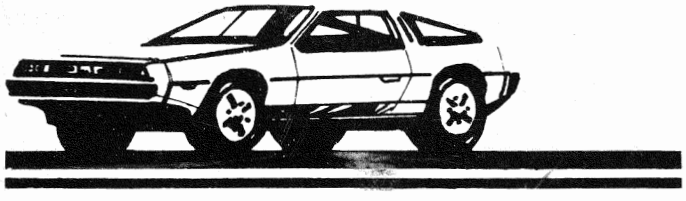

DE LOREAN CLUB INTERNATIONAL
P.O. Box 23040
Seattle, Washington 98102
U.S.A.

Complimentary Copy

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The
DMC
News

DELOREAN CLUB INTERNATIONAL

THOMAS LEE WILSON
Publisher and Editor

Printing: OLYMPUS PRESS

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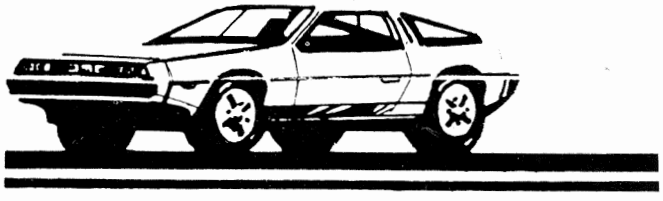
DeLorean Club International
P.O. Box 23040
Seattle, Washington 98102
U.S.A.
(206) 324-6569

Join Us...

Your $25 annual membership dues bring you the following benefits:

- ✓ Our bi-monthly newsletter, the DMC NEWS.
- ✓ Communication with other Owners and Dealers.
- ✓ Technical Information.
- ✓ Classified Ads.
- ✓ Serial Number Registry Service.
- ✓ Membership Card.
- ✓ Social Events and Showings.
- ✓ Discounts on Books.
- ✓ Special Prices on Parts and Accessories.



DELOREAN CLUB INTERNATIONAL

MEMBERSHIP APPLICATION

MAIL TO: *D.C.I., P.O. Box 23040, Seattle, Washington 98102 U.S.A.*

Please enroll me in the DeLorean Club International, and
Enter my subscription to the DMC NEWS for _____ years at $25.00 per year.

NAME _____
STREET _____
CITY _____
STATE _____ **ZIP** _____

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☐ **DeLorean Mechanic?**
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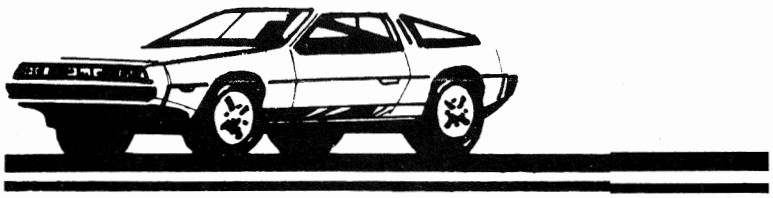
☐ **Enthusiast?**

☐ *New Member* ☐ *Renewal* ☐ *Cash or check enclosed for $* _____
☐ *Visa or* ☐ *Mastercard* Number _____ Expires _____

	Make	Model	Year	Serial Number
Car 1				
Car 2				
Car 3				



PUBLISHER'S COMMENTS

RACING IN YOUR DeLOREAN?

Why not? Everyone knows that we have the flashiest machine on the street. The unanswered question so far has been: "How does she stack up against the competition on the open road and on the race track?"

When Mark Preston called me to invite our members to participate in the Four Ball Rally, I got excited. Here is a chance for us to use those tall gears we have to cruise across the country at double the double-nickle. I hope we have at least one team that wants to compete.

To provide a little extra incentive for DeLorean entrants, DCI has commissioned a beautiful perpetual trophy to be awarded to the fastest DeLorean in the Four Ball Rally. Entry details are in this issue. Blow the doors off the Ferarris and Panteras and Mercedes!

For those members more inclined toward lawful racing, SCCA has begun sanctioning a new form of Autocrossing that looks exciting. A closed course will keep your car protected while still allowing you to utilize all the superb handling designed into your DeLorean.

The Pro Solo Challenge could be another place for us to show our Irish colors to the competition. Information is in this issue. Be sure to send me the results if you enter one of these events

If you know of any other racing, rallying or hell raising going on that would be suitable for DeLorean participation let me know so we can report on it. May the best car win so long as it is Stainless with gull wing doors!

THOMAS LEE WILSON
Publisher

Tom Wilson

BOOK BIN

What Happened?

A True Story of Triumph and Tragedy

What happened between the time John DeLorean began his daring program to launch the DeLorean Motor Company and the day he found himself jailed on a charge of cocaine trafficking? Author John Lamm tells us in a behind the scenes look at the incredible eight year odyssey of high finance, big gambles and a heartbreaking end of an entrepreneur's dream.

Against impossible odds DeLorean brought together and motivated a highly talented group of engineers, marketeers and financial experts to create his car and company. Over $170 million were raised to fund it. Combined with British government backing and a high tech factory in Northern Ireland the first DeLorean rolled off the assembly line. DeLorean seemed to have beaten the odds.

And then it started to go wrong. Many now speculate that in a last desperate bid to save his cash-hungry company DeLorean became involved in the illicit world of cocaine dealing. John Lamm now reveals what happened in a story that no work of fiction can rival.

$17.95/Hardbound
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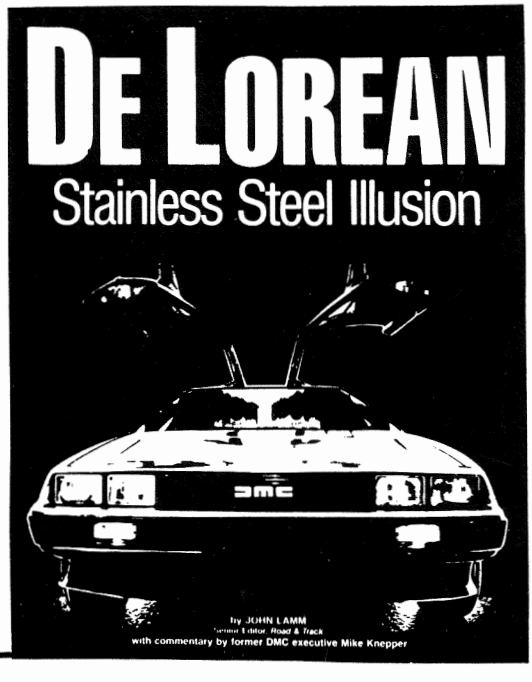


Four Ball Rally

1982 Michael A. Preston Memorial Four Ball Rally A Huge Success!

by Christopher Jensen

For 3,000 rapid-fire miles, Boston to San Diego, the 1982 Michael A. Preston Memorial Four Ball Rally meant the joy of using high-performance machines as they were intended; the worry of breakdown or long, expensive chats with state police; in one case midnight sunfire — and at times the agony of the long distance runner.

But, as registration for the 1983 event opens, it seems unlikely any of the 27 teams which participated in the cross-country race last June will pass up another chance at the comraderie, excitement and elation of the scoff-law event.

Mike Digonis, a Pantera fancier from New York, came in second last year and he's one of those looking forward to the 1983 event and another shot at the $10,000 first prize.

Digonis, who said he has had an FIA license for 11 years, has a few ideas about making better time this year. It's not that motoring the nation's interstates at up to 150 mph wasn't quick enough. He just hopes to somehow have fewer than four chats with angry swarms of police.

Digonis, you see, was pursued across Ohio by state troopers who wanted to talk to him about driving at upwards of 120 mph in the rain — at night.

Digonis swears he was unaware in Ohio, at least, of the pursuit. He was going so fast because the traffic was light and he thought it was logical to just try and cross the state as quickly as possible because he knew the police were somewhat touchy about speeders.

"I always had some pretty bad feelings about the Ohio State Highway Patrol . . . and we figured the sooner we got out of that state the better," he said.

Other participants in the rally, however, could hear truckers describing the frenzied Ohio State Patrol trying to catch the 1975, highly modified, P-7 shod, roll-cased Pantera as it slashed through the rain.

Jim Durkey of Massachusetts, competing in a 1979 Datsun 280ZX, overheard truckers talking about state troopers driving across median strips and using other unorthodox tactics to try and catch Digonis.

"Lamar, I ain't never seen a bear drive like that before," Durkey heard one trucker tell another.
Digonis finally crossed into Indiana, leaving the Ohio State Patrolmen no doubt highly frustrated at having, after miles of high-speed foreplay, failed to consumate their relationship with Digonis.

In Indiana, Digonis said, it beame clear to him from citizen band radio chatter that there were Indiana troopers in pursuit. He and his partner, Bernie Gans, decided they might as well pull over and accept a ticket.
They pulled off the interstate and waited.

"In the blink of an eye there must have been about seven to twelve cars around us," said Digonis. "All these troopers came out of these cars in a rage. It seems most of the highway patrol on the shift that night were trying to locate our car."

He said he and Gans denied they were trying to escape and finally the police simply ticketed them for 83 mph. After paying a $75 ticket, they resumed the Four Ball.

Later, in Texas, Gans and Digonis did outrun the law.

He said they were cruising at more than 100 when they heard a state trooper hailing them on the CB. "He said "You with that expensive car down there better wait and stop for me cause I'm going to catch you.' That guy was very mad. We could see him about a mile behind us. We kept the speed at about 150 and got onto a cut-off that took us south and that took care of that one," said Digonis.

Also barreling across country were Dennis Cooper and Harry Limerick, both of Houston, Texas, in a brand new 1982 735i.

The 735i was imported for federalization and resale by their boss, John McMahan, the owner of JM McMahan Wholesale Autos in Houston. McMahan said he was attracted by the Four Ball because of the challenge of beating the system. He originally planned to drive with Cooper, but had to back out at the last minute, so he sent Limerick along instead.

"We took the car brand-new out of the box and put it on the road," said McMahan. He said he chose the 735i over a Ferrari, Lotus and five Mercedes he had because of the expected reliability and gas mileage.

The 735i was still in European trim when it left Boston and it had only the mileage from Houston to Boston on the odometer. Limerick said they cruised 200 to 220 kilometers an hour most of the time, with several bursts to 240.

"We drove it, you might say, balls to the wall, the whole way," said Limerick.

They rolled for a while with a 1970 365 GT Ferrari in the race, Limerick said. "But he wasn't keeping up the pace well enough, so we went on."

For much of the race, the 735i ran with a Datsun 280ZX and later a turbo-charged 1981 911 SC, whose driver was terribly surprised when the 735i charged up on his tail at 130 miles per hour.

"On the straight-aways I was keeping up with him . . . but he got us through the mountains . . . in Arizona . . . mostly. Getting through some of those turns, he could scoot along through," said Limerick.

They had a couple of close calls, but thanks to the CB and an Escort, they never got a ticket. Part of the credit, they believe, was that the four-door sedan was lower profile than the eye-catching Porsches, Corvettes and Panteras.

Although the car was completely stock, with no auxiliary fuel tank, Cooper and Limerick pulled into San Diego after 39 hours and 42 minutes, having averaged 77.6 miles per hour.

The car ran flawlessly, averaged about 18 miles per gallon, and arrived in San Diego having used less than one-half quart of oil, McMahan said. It is now being federalized and will be sold for about $34,000.

A trio from Popular Hot Rodding (PHR) magazine had a midnight disagreement with a man driving a van on a Texas back road. The van's driver apparently disliked being passed at 90 miles per hour, pursued the rally team at speeds over 110 miles per hour and finally decided that a speeding bullet would catch the PHR boys even if his van couldn't. He blew a hole through a tail light. "He narrowly missed a five gallon can of gas . . . that shook us up," said C. Van Tune, one of the participants. Nevertheless, the PHR boys plan to run again in '83.

Two California entrants, whose comprehensive preparations including having enemas before leaving Boston, were relying on an airplane to scout the territory ahead of them. Their highly modified 914 averaged a spectacular 94 miles per hour for about 1,000 miles, before blowing its engine in Indiana.

Evan Rofheart and Mark Lappin, both from Texas, were searing across the desert near White Sands at almost 140 miles per hour. They had the heater on, to keep their Maserati Merak's engine from overheating and they were drinking the only beverage they had, hot Coke, to keep themselves from overheating. "It was probably the most relaxing weekend I spent in three years," Rofheart would insist later.

When it was over, Digonis and Gans' average speed was 80.578 mph for 3,062 miles covered 38 hours and two minutes. They came in just behind Steve Cook and Mike Besley, both of California, in a 1982 Mercedes 380 SEL.

Cook and Besley managed 79.9 miles per hour but did the trip in about 2,983 miles and took 37 hours and 18 minutes. The somewhat shorter distance was enough for them to snag the $10,000 first prize.

Cook and Besley drove at far lower speeds than Digonis and Gans, but they made up for it by carrying just over 90 gallons of fuel so they had to stop for fuel only twice. That compared to 11 gas stops for the super-thirsty Panters, despite it having a 44-gallon capacity. The Mercedes was also lower profile than the Pantera and Cook and Besley collected stopped only once to chat with police about the need to obey the national speed limit.

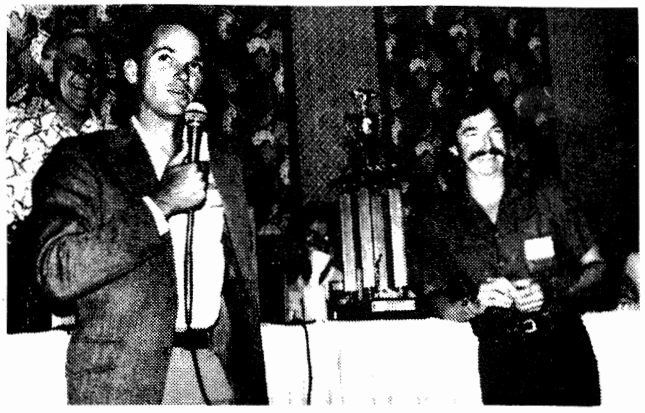
The rally combines a variety of physical, mental and technological challenges.

Driving at high-speed requires enormous concentration. There is little opportunity for sleep and some of the drivers admit around 1,500 miles into the rally they did wonder what they were doing. There was some high-speed soul searching as they rushed across the heartland of America, but the doubts vanished as they neared San Diego.

The Four Ball is an imitation of the old Cannonball Baker Sea-to-Shining-Sea Memorial Trophy Dash. It was the brainchild of Michael A. Preston, a young man from Chelmsford, Massachusetts who always wanted to participate in such a race and — who finally decided the best way to do that was to put one on.

However, weeks before the rally was to start, Michael was murdered in Boston. His father, Ed, and the other sponsors decided to go ahead with the rally in his honor.

Three cars wait in line on the top floor of Oste Chevrolet prior to being called to the starting line. Shown are a 1975 De Tomaso Pantera, a 1972 Ferrari 365 GTC/4 and a 1981 Porsche 911 SC



Relating a few war stories after being presented the first prize of $10,000 are Steve Cook and Mike Begley of California, They drove a 1982 Mercedes 380 SEL to a record 37 hour 18 minute finish.

BIGGER AND BETTER RALLY PLANNED FOR 1983

By popular demand, another M.A.P.M. Four Ball Rally is being planned for 1983. If you haven't yet fulfilled your dream of competing in a fast-paced, cross-country road rally, then seize this once in a lifetime opportunity to join with a group of the most interesting adventurers you'll ever meet - Four Ballers, Cannonballers, U.S. Expressers, father and son teams, brother teams, husband and wife teams - they'll all be there to share an exciting, fun-filled time with you. No need to have previous rally experience to compete - just a love of motor sports and a sense of adventure. Seize this opportunity - Enter Now!

ENTRY REQUIREMENTS

Entry fee is $750 per team

Fee is non refundable in order to meet all of the rally commitments.

Fee is payable in one lump sum by Postal Money Order made payable to East West Services.

Applications will be accepted on a first come, first served basis, except that 1982 Four Ballers will be given first priority.

CONFIDENTIAL INFORMATION

The rally will be held during the first two weeks in June, 1983. The exact date will be revealed to paid entries only.

Names of hotels, starting location, finish location and exact itinerary of the rally will be revealed to paid entries only.

RALLY INCLUDES:

$ 10,000 first prize
$ 3,000 second prize
$ 1,000 third prize

Accomodations the night before the rally at a hotel in Boston.

Pre-rally banquet at which starting positions will be drawn.

Awards banquet in San Diego, at which prizes, trophies and awards will be presented.

PLUS....mementos for all participants.

Questions about the rally may be referred to the rally HOTLINE (617) 256-6121.

Completed applications and Postal Money Orders should be sent to:

East West Services
P.O. Box 511
Billerica, MA 01821

DO WE HAVE ANY MEMBERS WITH "FOUR BALLS"
TO ENTER A DeLOREAN THIS YEAR ?

CAR SALES HAVE JUMPED 50 % LOCAL DeLOREAN DEALER SAYS

The long-awaited transportation revolution has now begun, and a leader has emerged to show us the way . . . the DeLorean.

* * *

The DeLorean sparks the imagination like a classic vision of things to come.
---From the DeLorean Brochure

By Ken Murray

One of the many ironies of the John Z. DeLorean case is the fact that sales of the car that bears his name have increased since his recent cocaine arrest.

At Rusnak Volkswagen, Culver City, California, DeLorean sales are up about 50 percent.

"More people are looking at them every day. " said salesman Reginald Ellerbe. "In fact, we have a couple of people now trying to go through the credit union."

Ellerbe says that interest in the DeLorean is basically the result of publicity "plus the fact that the car itself is unique."

Indeed its low-profile, stainless steel body is highly visible on the Rusnak lot and in its showroom. Rusnak, which also sells Jaguars and Alfa Romeos, currently has five DeLoreans in stock, "but we have access to more if we need them, " according to Daniel Malloy, sales manager.

"Before the publicity, there was very little interest in the car,"Malloy explained."Before, it (the future) was up in the air---now it's not!"

Rusnak sold three DeLoreans last month, which at $25,000 apiece is good--"even in the best of times"--for a car of this type, Malloy said. Two were sold last week.

"I'd be kidding you if I said there was just a rush(to buy the cars) -- there was for awhile."

The sales manager says customers are coming from all over, including San Pedro and Hollywood. They range in profession from the model who bought a DeLorean because she wanted "something that looked good," to a man who owns a shipping company, to a well-known television actor. "All very wealthy people,"Malloy added.

A couple of months ago, a Nigerian bought two cars and $5,000 worth of spare parts and shipped it all to Africa, Malloy explained. He had no idea of what that customer's profession was, but "he was certainly very wealthy whatever he did."

Ellerbe says that many dealers stock DeLoreans, and some are practically "giving the car away" because of the bad publicity. But Rusnak, he says, is "one of the dealers that is holding firm to prices, more so than others, We're not giving the car away because we have invested in it."

Inevitably, dealers have to put up with cocaine jokes from potential DeLorean customers and the curious. Ellerbe keeps a record of such comments as,"You know when a DeLorean has been on the freeway because the white line will be missing,"or"When you buy one, you get a six-pack of coke."

Asked if he would consider owning one, Malloy, who speculated that the DeLorean could double in value in the next 10 years, smiled and said,"I d'ont **buy** cars--I **sell**'em!"

KEN MURRAY IS A FREELANCE WRITER WHO WILL BE CONTRIBUTING MATERIAL HE HAS WRITTEN ABOUT DELOREAN FOR USE IN THE DMC NEWS.

D.C.I. Members receive one free classified ad per issue. Contact our office for non-member rates. Classifieds must be DeLorean-related.

CLASSIFIEDS

CARS FOR SALE

ATLANTA. Many extras, 8600 miles, excellent condition. $35,000(615)246-6173 or 239-7607

PHOENIX. 1981, Stainless/Black Leather,Original Owner,13500 mi, Perfect Arizona car,Purchased new 10/81 for $27,000+, Priced firm for immedeiate sale $19,500. Mike Scott (602)258-6706 Weekdays.

LOS ANGELES. '81, 4300 miles,auto $2000 Ferrari red paint, garage kept, all updates completed,xlnt showroom condition business failure forces sale. First $16,500 takes, cash only, not assumable. (619)353-7466 aft 7pm, 357-5440.

WASHINGTON DC. '81 Stainless, Leather interior,5 spd, econ. $19,500. (202) 425-7496.

ST.LOUIS. 15,000 miles,5 speed power antenna,Excellent (314) 434-3189, (314)231-7550.

MINNEAPOLIS. '81,5 speed, MINT condition,original owner,$19,995. (612) 473-2309.

NEW YORK. 1981 1/2 Flawless, 24000 miles, With telephone, $22,000 firm. (518) 298-8000.

SAN FRANCISCO.'81, 9000 miles, Like new,5 spd, $19,950. (415) 952-8836.

HOUSTON. Excellent condition, '81, gray leather,many extras, luggage rack,car cover & extra parts. (713) 960-0791, 789-1055.

DES MOINES. '82, Series II, gray leather interior, 5 spd, $16,700. (515) 224-4874.

NEW YORK. All modifications by DeLorean mechanic,1981,400 miles, always garaged,Exclnt condition, Asking $22,000. (516) 484-2626.

DENVER. Technical owners guide and parts manual included, 1981, Au o,11000 miles,like new.$19,950 (303)837-1292.

MIAMI. DeLorean Show Condition many extras, serious offers only. (305) 593-0712.

NEW YORK. '81.Custom sheepskin seat covers, official DeLorean floor mats, Car cover, Ungo Alarm box system. All campaigns,special body side strip, Auto,3000 miles. Best offer over $18,500.(516)489-7863, 294-8440.

KANSAS. 1981, 12,000 miles Doctor owned car, Auto with all other options, $16,700 or best offer. (913)776-5529, 776-7085.

DETROIT. 1981 1/2 --5 speed, special red finish, 2nd Series, Immacculate,$17,450.(313)548-8911

LOS ANGELES. Missing some fron parts. 1981, Serial number:1056. (805)945-0119

WILL TRADE. Well-known sculptor willing to exchange sculpture for DeLorean. Contact: Clement Meadmore, Deer Hill Lane, Briarcliff Manor, New York 10510. (914)769-6358.

EXPANSION TANK SPLIT. Need a replacement. Jim Laura, 9 Mercury Lane, Pelham, New Hampshire 03076 (603) 429-0208.

NEW HOOD WANTED without fuel filler door to trade for hood with fuel filler door in like condition. H.BIRK,Rt 1, Box 44B, St.Ignatius, Montana 59865.

PARTS WANTED. Door handle: Inside Drivers side and Door Handle: Outside passengers side. Beth Strong, RR 1, Box 67a, Dennison, Illinois 62423.

give me a price

DELOREAN WANTED.State interior color, radio antenna location, transmission type, mileage and price in first letter. Arnie Johansen, 1812 W. Lincoln, Mt.Prospect, Illinois 60056.

ENGINE SEIZED.Automatic. Asking $10,000 for car. You pay shipping from Detroit. Leavy Morgan (313) 867-0679.

SERVICE TIPS FROM BEN BYRD

Ben Byrd was a management employee of DeLorean Motor Company for the Southeastern United States. When the dream faded, Ben left DMC and founded his own firm in Fort Lauderdale, Florida called SCIENTIFIC AUTOMOTIVE. He has established a good reputation in the area as an expert in solving tough DeLorean service problems.

Some of Ben's service tips have been reduced to writing and he has agreed to share them with our members in future isses of The DMC NEWS.

Did you know that your fuel pump terminals have three different metals? And also, that without preventive maintenance, the studs on the top of the pump can be completely eaten away by the resulting electrolysis? Ben will explain how to prevent this problem from occuring on your car in the next issue .

Members living in Florida or traveling through the area can get personal service from Ben at SCIENTIFIC AUTOMOTIVE,INC. 3502A NW 10th Avenue, Fort Lauderdale, Florida 33309. Please call him first for an appointment at (305) 566-7033. Mention you are a DCI Member.

Your name _____

Street address _____

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Style _____ Size _____ Quantity _____

Send $9.95 for each shirt to:

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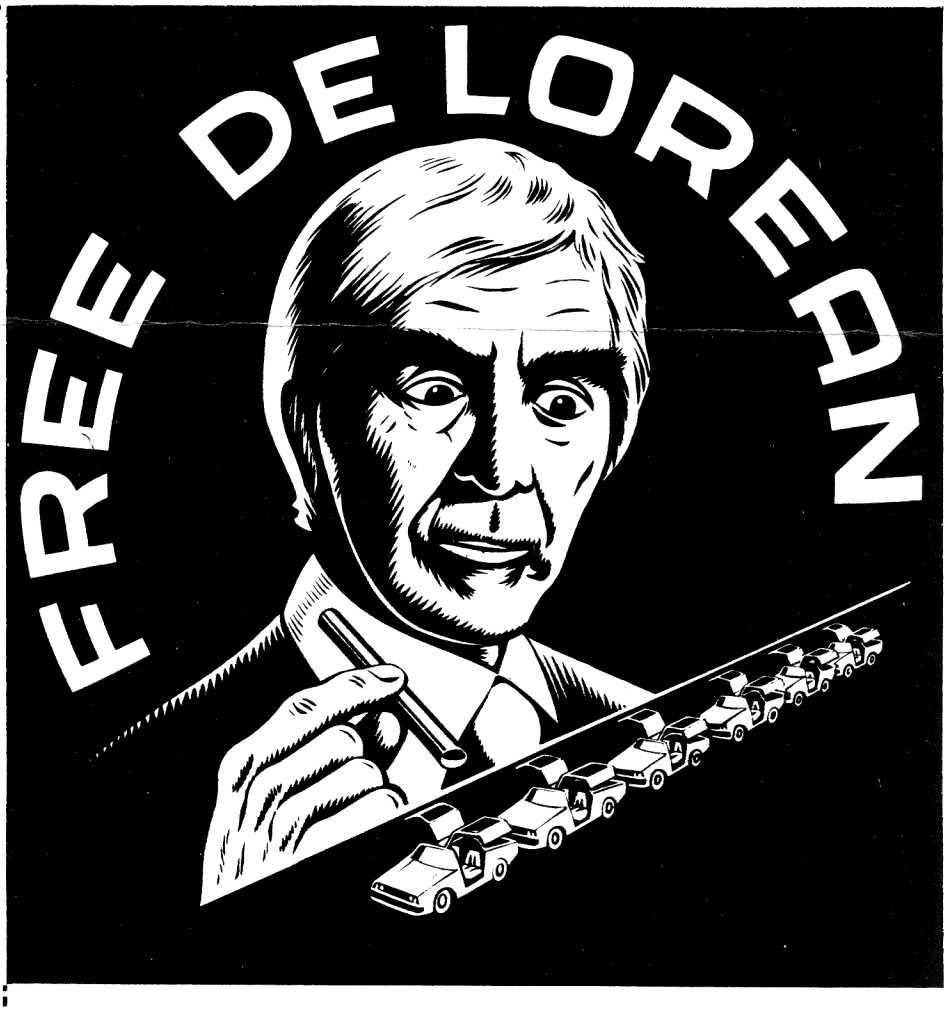
Committee of Concerned Autophiles



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$9.95 (tax and postage included)

Men's Crew Neck S M L XL

Women's French Cut S M L

Committee of Concerned Autophiles

THE PRO SOLO AUTOCROSS CHALLENGE

THE EVENTS

Professional Solo is sanctioned by the SCCA and run under the SCCA Solo II regulations. It is organized and managed by PROFESSIONAL SOLO a motorsports management organization.

Eight or more events will be scheduled for the 1983 season. At least one in each SCCA Division.

THE CLASSES

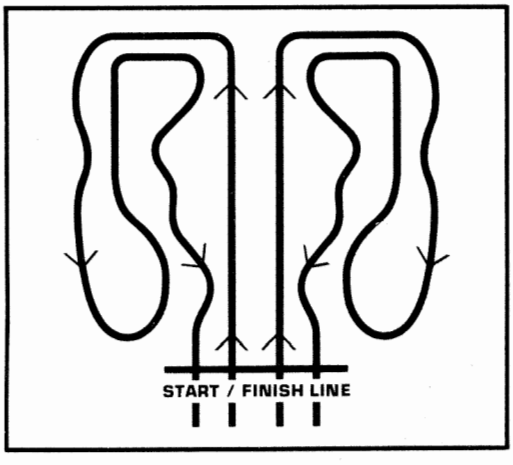
There are eight classes: 4 stock, 1 street prepared, 2 prepared, 1 modified. All cars must be production based.

THE MONEY

Every event carries a minimum $5,000 purse, $575 per class and $400 for the Handicap Challenge. In addition, you can share in thousands of dollars of contingency awards.

THE COURSE

Professional Solo is unlike any event you have run before. In the Pro Solo Challenge cars and drivers run two at a time, starting side by side. The start is controlled by a drag strip Christmas Tree light system.



When the green light comes on, the cars accelerate down a 300-foot (approximate) straight, then turn one to the right, one to the left, running mirror image slalom courses back to the finish line.

THE COMPETITION

Saturday, each driver gets 4 qualifying runs, 2 on each side of the course. Qualifying times are determined by combining your best time from each side of the course.

Sunday, the top 10 qualifiers in each class get 4 more runs, 2 on each side of the course. Finishing order is determined by combining your best Sunday time from each side of the course.

The purse for each of the eight classes is paid as follows:

1st	$150	5th	$ 55
2nd	$100	6th	$ 45
3rd	$ 85	7th	$ 40
4th	$ 65	8th	$ 35

THE HANDICAP CHALLENGE

At the end of Sunday's competition, the first and second place winners in each of the 8 classes are eligible for the Handicap Challenge, a computer-handicapped shoot-out for $400 in prize money.

The starting lights are programmed to start slower cars first, determined by the class winning times. The Challenge pits one car against another until only the champion is left.

Handicap Challenge winners receive:

1st . . $200
3nd . . $120
3rd . . $ 80

THE BIG MONEY

Drivers winning their classes and placing in the Handicap Challenge take home big money for their weekend of fun.

The Champion	$350
2nd	$270
3rd	$230

Not too bad for two days of the most exciting autocrossing in America. But that's not all.

There's also a year end series points fund for drivers. Awards are paid according to points awarded for your finishes during the season. Naturally, the more events you compete in, the better your chance of sharing in the year-end points fund.

PRO SOLO
AUTOCROSS

Two cars wait side by side, You glance at the other driver, then watch as the lights march inexorably down the tree.

Yellow. Clutch in. Yellow. Shift to first. Yellow. Check tach. Yellow. Breathe deep. GREEN. Stand on it!

Tires spin and bite. You hurtle forward, side by side down the straightaway, grasping for speed. At the last moment, you separate, one to the left and one to the right.

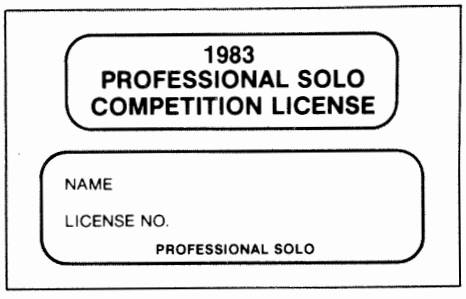
Now you're alone, plunging and weaving through identical courses marked by bright pylons, searching for every advantage.

In little less than a minute, you thunder back past the finish lights. One step closer to the Precision Driving Championship.

This is Professional Solo, where competition is car to car and the rewards are cash. A sport where you can get your kicks and put a check in your pocket.

WHAT IT TAKES

You're probably saying "nothing this good can come for free" and you're right. You'll find entry fees running about $35. In addition, you'll need a Professional Solo license. You can apply for yours now by mailing us the attached form.



Since Professional Solo is sanctioned by the SCCA, you must be an SCCA member to compete in more than one event and be eligible for the year-end points fund. If you're not already an SCCA member, you'll find it has many benefits.

AN ADDED BONUS

As a licensed Professional competing in professional events, you are eligible for certain income tax benefits regarding your autocrossing expenses. Check with your tax advisor for complete information.

GET STARTED NOW!

Go ahead, go pro! Join America's Professionals. Send for your Professional Solo License now.

CUT ALONG DOTTED LINE

APPLICATION FOR 1983 PROFESSIONAL SOLO LICENSE

You must be 18 or older and hold a valid driver's license from your state of residence.

NAME _____

MAILING ADDRESS _____

CITY _____ STATE _____ ZIP _____

HOME TELEPHONE (_____) _____ BUSINESS TELEPHONE (_____) _____

SOCIAL SECURITY NUMBER _____ DATE ISSUED _____ LICENSE NO. _____
TO BE FILLED OUT BY OFFICE

I hereby apply for a Professional Solo Competition License and agree to abide by the rules and regulations as set forth from time to time by Professional Solo.

PLEASE ALLOW 3 WEEKS FOR PROCESSING

MAIL CHECK OR MONEY ORDER FOR $15 TO:
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